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11 February 2000

AGREEMENT

CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS */

(Revision 2, including the amendments entered into force on 16 October 1995)

Addendum 16: Regulation No. 17

Revision 3 - Amendment 4

Incorporating:
Supplement 1 to the 07 series of amendments - Date of entry into force: 17 November 1999
Supplement 2 to the 07 series of amendments - Date of entry into force: 13 January 2000
Corrigendum 1 to the 06 series of amendments subject of Depositary Notification C.N.655.1999.TREATIES-1 dated 19 July 1999

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THE SEATS, THEIR ANCHORAGES AND ANY HEAD RESTRAINTS

UNITED NATIONS

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*/ Former title of the Agreement:

Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

GE.00-20382

General amendments:

Throughout the text of the Regulation (07 series of amendments) correct the word "headrest(s)" to read "head restraint(s)" and the word "seat back(s)" to read "seat-back(s)".

The footnote at the beginning of the Regulation, should be deleted (reading: "Note: No provisions in this Regulation shall be construed as a mandatory requirement to equip seats with head restraints.")

Paragraph 2.15., amend to read:

"..... in their upright or folded down position. Head restraints fitted as standard equipment for vehicles equipped with such parts or devices shall be considered as part of the partitioning system. However, a seat equipped with a head restraint shall not be considered as being on its own a partitioning system."

Paragraph 4.1., amend to read:

"4.1. If the vehicle submitted for approval pursuant to this Regulation meets the relevant requirements (seats fitted with head restraints or capable of being fitted with head restraints), approval of the vehicle type shall be granted."

Paragraph 4.4.1., footnote 3/, amend to read:

"3/ 1 for Germany, ..., 24 for Ireland, ..., 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35-36 (vacant), 37 for Turkey, 38-39 (vacant), 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol) and 43 for Japan. Subsequent numbers .... to the Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the basis of these Prescriptions and the numbers ... to the Agreement."

Paragraph 5.1., amend to read (including a new footnote */):

".... of category M1 */"

and add a new footnote */, to read:

"*/ Vehicles of category M2 which are approved to this Regulation as an alternative to Regulation No. 80 (in line with paragraph 1.2. to that Regulation) shall also meet the requirements of this paragraph."

Paragraph 5.15.1., amend to read:

"..... This requirement is deemed to be met if, during and after the test described in annex 9, the seat backs remain in position and the locking mechanisms remain in place. However, the deformation of the seat backs and their fastenings during the test is permitted, provided that the forward contour of the parts of the tested seat back and/or head restraints, that are harder than 50 Shore A, does not move forward of a transverse vertical plane which passes through:

(a) a point of 150 mm forward of the R point of the seat in question, for the parts of the head restraint;

(b) a point of 100 mm forward of the R point of the seat in question, for parts of the seat-back;

excluding the rebound phases of the test blocks.

For integrated head restraints, the limit between the head restraint and the seat-back is defined by the plane perpendicular to the reference line 540 mm from the R point.

All measurements shall be taken in the longitudinal median plane of the corresponding seat or seating position for each seating position constituting the forward boundary of the luggage compartment.

During the test described in annex 9, the test blocks shall remain behind the seat back(s) in question."

Paragraph 5.15.2., amend to read:

"....
This requirement is deemed to be met if, during the test, the partitioning systems remain in position. However, the deformation of the partitioning systems during the test is permitted, provided that the forward contour of the partitioning (including parts of the tested seat-back(s) and/or head restraint(s) that are harder than 50 Shore A does not move forward of a transverse vertical plane which passes through

(a) a point of 150 mm forward of the R point of the seat in question, for parts of the head restraint;

(b) a point of 100 mm forward of the R point of the seat in question, for parts of the seat-back and part of the partitioning system others than the head restraint.

For integrated head restraint, the limit between the head restraint and the seat back is the one defined in paragraph 5.15.1.

All measurements shall be taken in the longitudinal median plane of the corresponding seat or seating position for each seating position constituting the forward boundary of the luggage compartment.

After the test, no sharp or rough edges likely to increase the danger or severity of injuries of the occupants shall be present."

Paragraph 5.15.3., should be deleted.

Paragraph 5.15.4., renumber as paragraph 5.15.3.

Paragraphs 13.2. and 13.3., correct to read:

"13.2. As from 1 October 1999, Contracting Parties applying this Regulation shall grant ECE approvals only if the requirements of this Regulation, as amended by the 06 series of amendments, are satisfied.

13.3. As from 1 October 2001, Contracting Parties applying this Regulation may refuse to recognize approvals which were not granted in accordance with the 06 series of amendments to this Regulation."

Annex 9,

Insert a new paragraph 2.1.1.1., to read:

"2.1.1.1. At the option of the car manufacturer, parts whose hardness is lower than 50 Shore A can be removed from the tested seat and head restraint for the tests."

Paragraph 2.1.1.1.(former), renumber as paragraph 2.1.1.2.

Paragraph 2.1.1.2.(former), renumber as paragraph 2.1.1.3. (and in the French version only delete the word "avant").

Paragraphs 2.1.1.3. to 2.1.1.5. (former), renumber as paragraphs 2.1.1.4. to 2.1.1.6.

Paragraph 3.1., amend to read:

".... After the installation of the test blocks as described in paragraph 2.1 or 2.2., the passenger car body shall be accelerated as shown in annex 9, appendix, so that at the moment of impact, its free running speed is 50 +2/-0 km/h. With the agreement of the manufacturer, the above described test pulse corridor can be used alternatively to fulfil the test of the seat strength according to paragraph 6.3.1."